





## Announcements.

DAKIN'S  
UNRIVALLED OLD  
SCOTCH WHISKY.A BLEND OF THE FINEST WHISKIES  
that Scotland can produce.

Thoroughly Matured.

Per Bottle \$1. Per Dozen \$10.

SOLD ONLY BY

DAKIN BROS. OF CHINA,

LIMITED,

and

AERATED WATER

MANUFACTURERS,

HONGKONG.

(Telephone No. 60.)

Hongkong, 23rd July, 1889.

NOTICE.

A. S. WATSON &amp; CO., LD.

FLOWER AND VEGETABLE SEEDS.

SEASON 1889-1890.

WE have just received our New Season's

Importations, direct from the best Growers

in England, France, and Germany, and are now

prepared to execute all orders received for same

with prompt and careful attention.

DESCRIPTIVE CATALOGUES

for ordering from (containing hints for garden-

ing) will be sent post free on application.

ORDERS FROM ONE PERSON \$5 TO \$10

ALLOWED 25 PER CENT. DISCOUNT.

ORDERS FROM ONE PERSON OVER \$10 ALLOWED

AN EXTRA 5 PER CENT. DISCOUNT.

SINGLE PACKETS AT LIST PRICES.

WE GUARANTEE

That all seeds sold by us shall prove to be as

represented, to the extent that should they not

do so, we will replace them, or send other seeds

of the same value. But we cannot guarantee

the crop any further than the above offer, as

there are so many causes which operate un-

favorably in the germination of seeds in a tropical

climate, over which we have no control. Among

the causes of failure may be mentioned un-

favorable weather, which is one of the most

important. The soil may be in proper condition

when the seed is planted, but the weather which

follows may be too wet, which will cause the

seed to rot; or it may be too hot and dry, which

destroys the germ before it shows itself. The

soil may also be unfavourable for the variety of

seed planted. And lastly, the seeds may be and

are frequently destroyed by vermin of various

kinds. Such occurrences are beyond the power

of man to prevent, and for which we cannot be

responsible.

Hongkong, 3rd September, 1889.

WATSON'S

PATENT DRESSING

OR

DRYING BOTTLES.

We beg to call special attention to our New

PATENT DRYING BOTTLES

which have been specially

designed and

manufactured

for us.

By the use of these Bottles, CIGARS, SEEDS,

and GOODS of all kinds, which are susceptible

to the destroying influences of moisture can be

kept in good and perfect condition.

Whenever or wherever the atmosphere is sur-

charged with moisture, these Bottles will be

found invaluable.

A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY,

Hongkong, 3rd September, 1889.

DEATH.

At Nevada City, California, on the 18th August,

B. A. VALANTIN, many years resident in Japan

and late of Shanghai, aged 43.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 24, 1889.

TELEGRAMS.

THE GREAT STORMS IN THE ATLANTIC.

LONDON, September 13th.

The North Atlantic coast of the United States

has been visited by great storms and floods.

Atlantic City, New Jersey, is almost submerged.

Immense damage and losses have occurred

throughout New Jersey and Coney Island.

LOSS OF H.M.S. "LILY."

September 22nd.

H.M.S. gunboat "Lily" has foundered off the

coast of Newfoundland. Seven lives were lost.

THE AFRICAN SLAVERS.

A Convention has been signed between Eng-

land and Italy, under which slavers will be

treated as pirates.

SERVIA AND MONTENEGRO.

Negotiations are proceeding between Servia

and Montenegro with the object of forming an

offensive and defensive alliance.

LOCAL AND GENERAL.

H.M.S. Porpoise, with Mr. H. Howard Secretary

of Legation, on board, arrived at Shanghai on

the 18th inst.

We regret to note the death, at Nevada City,

California, on the 18th August, of Mr. B. A.

Valantine, well known in connection with the

Shanghai Horse Bazaar.

The so-called trial trip of the steam launch

Perseus, has not escaped our observation, nor

have the silly reports of the same so com-

monly published by *Gazette* and the*Wharper*. We shall probably find time to let

the light of truth in upon this latest Steam

Launch Company "job" to-morrow.

THE *Shanghai Mercury* hears that a project is

on foot in which a number of influential Chinese

officials, including the Viceroy of Nanking, are

interested, to build several small draught steamers

to trade on the Poyang Lake.

THE *Hu-pao* of the 19th inst. publishes the

following telegram:—

PEKING, 18th September, 7.20 p.m.

There has been a severe thunderstorm here

to-day, accompanied by torrents of rain and

hail. Fire broke out at the Altar to Heaven

and is still burning.

Two seamen of the British ship *Annie M. Law*,

named John Mitchell and James Doyle, were

charged at the Singapore Police Court on the

14th inst., with attempting to set fire to that

vessel in Batavia Roads on the 19th of August

last. After hearing evidence the magistrate (Mr.

Thornton) committed the accused for trial at the

next criminal sessions.

The share list of the Hongkong Lime and Cement

Works Limited, will be kept open until the

arrival of the Tongking mail per steamship *Clara*.

A telegram has been received this morning from

Hongkong to the effect that, in the opinion of the

expert who left here last week to specially

report upon the concession, that the business is

worthy of every confidence.

THE *Mercury's* Tientsin correspondent, writing

on the 13th inst., says:—Their Excellencies

Sheng and Li (Taotais) are still at Peking, and as

far as we can learn, will remain there some time

longer. Telegram questions are not settled in

a day, especially in Peking. Taotai Li has been

at Peking since the beginning of July last, waiting

for Sheng Taotai and Mr. Henningsen.

The local Agent of the Messageries Maritimes

courteously informs us that the steamship *Oxus*,

with the outward French mail, having run

aground in the Saigon river, has been delayed

for twenty-four hours, and will not arrive here

until tomorrow evening—or possibly Thursday

morning. The *Oxus* would seem to be the

"Jonah" of the Messageries Co.'s fine fleet.

This conundrum appears in the *Shanghai**Mercury* of the 21st inst.:—We have neither

the time, talent, nor inclination to lapse into

rhyme, but may mention, for the benefit of our

Hongkong exchanges, that the Shanghai Don

Casar's younger brother proceeds to Mr. Henry

Norman's Model Colony by the *Ironclad* to-

night in search of the antitype of our late Grand

Panjandrum, Ben-jumin, the younger.

SAYS the *Shin Pao*:—The Board of Revenue

have been in consultation about the expense of

the contemplated railway from near Peking to

Hankow, and now estimate that it will cost over

30,000,000 taels. Returns have been called for

concerning the revenue from the land-tax,

Customs, salt tax, and *likin* from the various

provinces, which will be available in addition to the

amount contributed by Peking. (The previous

estimate was given as 15,000,000.)

THE *Straits Times* of the 14th inst. says:—

Sultan Ismail, an ex-Sultan of Perak, died last

night, at about 10 o'clock, at Ayer Puteh, in

Pulo Sendan, Johore, and will be buried this

afternoon at Johore Bahru. When Sultan of

Perak, Ismail's claims were successfully contested

by Abdullah, who took the kingdom on his rival

being deposed by Sir Andrew Clarke. Abdullah

then accepted British protection, but, feeling

restive under control, conspired with Ismail to

murder the then British Resident of Perak.

Ismail, who was not implicated to the same

extent as Abdullah, was only removed to Johore,

while Abdullah was banished to the Seychelles.

THE police made a remarkable capture this

afternoon in the shape of a basket of what

appeared at first sight to be tape worms, but on

inquiry turned out to be worms collected from

the root of the paddy plant. This chaotic

commodity was retailed about by an unlicensed

hawker to tickle the palates of Chinese epicu-

reans, until the iron arm of the law intervened.

For the benefit of any Europeans who might

desire to try this Lucullan fare, our informant at

the police station tells us that "these worms

are mixed with eggs and fried in oil, with a

little pepper and salt thrown in, which, when

"broiled" to a turn, are a delicacy fit for the

gods!"

MONSIEUR GRIFFON, the manager of the French

Syndicate at Port Arthur, writes to our *Shang-**hai* on the 19th inst. as follows:—"We

read that the French Syndicate has left Port

Arthur, and that the Chinese Government

requires new contractors to finish the work. In

this the *L. & C. Express* says anything but the

truth. The French Syndicate has not left Port

Arthur, and when the French will be gone there

will be nothing to do for new contractors, because

they intend to finish the works themselves. Any

person who came lately to Port Arthur will say

that the works will soon be at an end, if that

person cares to take the exact state of things. We

hope, Sir, that you will restore the truth in the

next issue of your worthy newspaper and con-

tradict a statement which might bring a cruel

disappointment to people fishing for contracts."

THE *N. C. Daily News* of the 19th inst. says:—The *Tien Tan*, or "Altar to Heaven," at which

we learn by wire a fire occurred yesterday, is the

most important religious structure in China.

Here it is that the Emperor kneels when wor-

shipping Heaven and his ancestors at the winter

solstice. It is a beautiful triple circular terrace

of white marble, whose base is 210, middle stage

150, and top 90 feet in width, each terrace

uncompromised by a richly carved balustrade. The

whole is built in multiples of three and nine, until

the square of nine, a favourite number of Chinese

philosophy, is reached in the outermost row. It

is used to be visitors the great sight of Peking,

but of late years they have been most jealously

and churlishly refused admittance to this, and

to the contiguous *Ki-ken Tien*, or "Temple of

Prayer for the Year," generally known to for-

eigners as the "Temple of Heaven."

THE Russian whaler *Sennady Noviksky*, Capt.

A. Didimoff, arrived here this forenoon from

Christiansburg, via Singapore, etc. This is a very

small little craft of 43 tons register and it is

said that with engine of only 50 h.p. nominal

she can steam to knots per hour on a daily

consumption of four tons of coal. Perhaps she

can do this, but we have our doubts. The

*Sennady Noviksky* is bound for Vladivostok,

and it is stated that she is going from there to

the Behring Sea in search of whales. We have

our doubts about that year also. A steam

launch of 42 tons is hardly the sort of article

employed nowadays in whale fishing—but, no

matter. This craft is said to be under the

protection of the Russian Government, and three

Russian Princes have invested money in her.

Further, her skipper is a retired Captain in the

Russian Navy, and an experienced and skilled

navigator etc. No doubt, and as the *Sennady**Noviksky* carries some recent inventions in

guns (specially adapted for whale shooting), we

have arrived at the conclusion that her services

when she arrives at Vladivostok will be required

for quite another purpose.

THE German baron *Princess Dietrich* was

sold by auction at Shanghai on the 18th inst.—

her sale not included—for tael 1850. Mr.

Hey was the auctioneer.

MESSRS. Carlowitz &amp; Co. inform us that the

Navigation Generale Italiana steamer *Bliano*

left Singapore yesterday for this port, and is due

on or about the 29th instant.

THE Chefco correspondent of the *Shanghai**Mercury* says that a railway from Tientsin to

Chefco is again spoken of as probable in the

near future. Perhaps—and yet we doubt it.

ON the application of Mr. Webber, the solicitor

for the defence, the hearing of the share dealing

case, *Oscar Brandt v. P. Grimble*, called in the

Summary Court this morning, was again postponed.

The defendant is sick at the Peak.

OUR Shanghai morning contemporary of the

19th inst. reports that the steamship *Claymore*

was ashore the previous day on Block House

shoal. She got off, however, without any assist-

ance the same night and steamed into port.

THE Singapore Government *Gazette* of the

13th instant offers a reward of ten thousand

dollars (\$10,000) to be paid to any person who

shall give such information as shall lead to the

conviction of the ringleader or ringleaders of a

conspiracy to import into the Straits Settlements

contraband *chandu* from Amoy and Swatow.

THE Band of the A. &amp; S. Highlanders will play

at the Officers' Mess, Murray Barracks, this

evening, commencing at 8.30 o'clock. The

following will be the programme:—

Overture "Hungarian" K. Fer. Bal.

Valse "Tanzulian" F. Schub.



## BALANCE SHEET FOR 31ST AUGUST.

(A) SINGAPORE LEDGER.

Cost of Land and Concession	75,000.00
Charges in connection with floating the Company and Agents' Commission	1,144.32
New Oriental Bank	
Balance on Current Account	363.61
Deposit at 6 per cent. interest	50,000.00
Chartered Mercantile Bank	
Deposit at 6 per cent. interest	50,000.00
Chartered Bank	
Deposit at 6 per cent. interest	25,000.00
Money and goods sent to mines	23,530.53
	<b>\$225,046.46</b>

45,000 shares at \$5	\$225,000.00
Interest on Current Account	46.46
	<b>\$225,046.46</b>

## (B) JELEBU LEDGER.

Cash in Jelebu	1,058.01
Manager's house and Godown, tools, House at Mines, Survey fees of land, cost of clearing, making roads etc.	4,845.16
Furniture at Manager's house and Godown	527.20
Wages and various Expenses	1,870.93
Cost of picnics 257 Ore in Godown (value \$1,200)	3,959.93
Wages and Expenses of Mr. Allingham	823.05
Advances to 23 Mines	12,758.78
	<b>\$25,845.06</b>

Singapore Agents, Money and Goods received	\$25,845.06
Profit and Loss Account, 10 per cent. Royalty on tin ore delivered and 20 per cent. return on provisions	2,306.53
	<b>\$25,845.06</b>

Any items in the Balance Sheet he would be glad to explain as far as they knew they were very satisfactory. An item loss of advances to coolies was \$750—that was not entirely lost. The manager on finding that a mine was not working well, and the towkay running into debt, sent him to a superior mine, where he had a chance of working off that debt. That was not an entire loss but was put in to show the real position of the Company. The report of Mr. Allingham also incomplete was placed at the disposal of the shareholders. Later on he would give a final report with assays, &c. So far as they had heard, the selection promised very well. In answer to questions the Chairman said the value of the 520 piculs of karang at the mine might be valued at \$18 to \$20 a picul. On the 31st August they had 23 mines opened; that meant a great deal of advances because the work was not commenced yet in some of them; the jungle had to be cleared, the houses built, and the overburden removed, which in their mines did not exceed 10 or 12 feet against 30 to 35 feet in that "unfortunate Rawang." The 230 piculs was in the Godown. Their progress was to a certain extent checked on account of the difficulty in the transport of provisions, as they had to be carried over bridge tracks. The Government, he understood, had decided to open up the place with roads and they expected one to be made in the coming year, which would greatly facilitate their work. They had not to pass the accounts, which would be properly closed at the end of the year, and he believed they would be able to show very satisfactory results. The meeting then closed.—*Free Press*.

## ON THE NORTHERN CRUISE.

(FROM A NAVAL CORRESPONDENT.)

HAKODADI, 1st September, 1889. The weather was so bad on the 25th August that the fleet did not put to sea till next day. The *Conquest* and *Alacrity* remained behind, the latter to carry mails to Otaru, and the former to refuel some small defect in her engines. Both were to have left on the following day, but a telegram from Yokohama announced the arrival of Mr. Moody, the new Navigating Lieutenant for the *Conquest*, and the Admiral consequently postponed that ship's departure till the 1st September. Mr. Coates, the captain of the *Cordelia*, left for England on the 26th. His successor, Mr. Butcher, a Chaplain and Naval Instructor, arrived at Hakodadi next day and is to take passage in the *Conquest* when she leaves to rejoin the fleet. Mr. Coates will be greatly missed. During the fleet's stay here a sing-song has been held every Thursday evening at the Reading Room. It was principally intended for the sailors, but some of the residents always put in an appearance and seemed to enjoy the rather rough entertainment provided by their naval friends. It was decided on board the *Conquest* not to allow the absence of the fleet to interfere with the due observance of this custom. Unexpected talent was discovered in the ship and a pleasant evening was the result. The *Conquest* boasts of a small string band, not very imposing as regards numbers but ambitious enough in its attempts to produce good music. On the evening in question this little band led the way with a gavotte. It also played Milton Wellings' "At the Ferry," a selection from the Bohemian Girl, and "Schlammiedel" by Otto Booth. The songs, of course, were of various types. Some were of the musical-hall type and barely fit for ladies' ears; others were sentimental and some were really good. A banjo duet was greatly appreciated. The little orchestra brought a successful evening to a close with "God save the Queen." Considering that there was no time for rehearsal, and only one ship from which to draw musical talent, it was generally conceded that the *Conquest* had distinguished herself. Next day torpedo firing occupied the morning and afternoon. On the same day the *Zetland* arrived from Otaru to wait for orders. Lieut. Moody did not arrive by telegram, and orders have just been received by mail for the *Conquest* to rejoin the fleet immediately, if not sooner.—*N. C. Daily News*.

## FOOCHOW.

September 21st, 1889.

On the 18th instant the newly launched Arsenal frigate was to have made another trial trip, but a few minutes after leaving her moorings she struck on the "Cheops" rock and had to put back for repairs. It is reported that two strokes with a bamboo beam had been administered to the Captain. Good old corporal punishment! Apropos of the accident referred to in the above paragraph, it appears to us incredible that the Chinese authorities do not see the necessity of establishing a conservancy board to keep the river in repair and suitable for the heavy traffic carried on. The effect of a small rock barring the approach to the Imperial Arsenal, and no attempt made to remove it, is absurd. Then we see a dredger at the Arsenal, and wonder why it is not used to keep a clear channel between Foochow and Mampoi. Then again, why was the Limpoo barrier not removed after the cessation of hostilities with the French? This is the main obstacle that retards the even course of the river. With a little simple engineering and the vast amount of water at command, the

Min might be made one of the finest waterways in China; instead of that, every freshet is allowed to wash away the banks in one place and silt up the mud and sand in another, so that in time we may expect to see the river entirely submerged with the low lying parts of Nantai and extend its width from Kuanan on one side to the hills on the Yuen Foo branch on the other, with a probable depth of a few inches all over.

A further serious accident took place at the Anchorage on Monday last. While a native theatrical performance was going on the stage, which projected over the river, gave away throwing into the river about 100 of the lookers-on, and but for the kind and prompt assistance rendered by Dr. Underwood, Captain Freeman of the steamer *Pechili*, and Captain McInnes, of the steamer *Yuen Foo*, would have been lost. Three of the rescued were brought on shore in a deplorable condition, but under treatment two recovered, while the third, a child of about seven years of age, died. We are informed that many natives were close by the spot, but did not care to render any assistance to the unfortunate victims of the accident.

We are pleased to learn that the Stewards of the Race Club will shortly bring out a list for Subscription for the coming races, and we cordially wish them every support. For some years now the Commissioners of the Imperial Maritime Customs, and his conductors have been liberal subscribers to this "Griffin list, and we hope that the present popular Commissioner will not be behind his predecessors in supporting one of the oldest established Clubs in the port. Those who are fond of the truly picturesque Autumn mornings to be seen in Foochow, accompanied by healthy exercise before breakfast, cannot do better than pay a visit to the course when training begins, which is generally about the first week of October. We hope also to find that the owners of ponies will support the Stewards in giving us some of those enjoyable Scoury Meetings during the Winter.—*Echo*.

## TAKU.

(FROM A CORRESPONDENT.)

14th September, 1889. The steamer *Hean* arrived here this morning, and anchored abreast of the Railway Wharf to discharge her cargo, not being able to proceed up river to Peh Tung Koo in consequence of having only one blade on her propeller. It appears that she left Shanghai with only two blades and on her way to Taku lost another one. She will go back to Shanghai in her present condition, and will be conveyed by the steamship *Kangshih*, both vessels going direct. I am wondering if the Insurance offices knew she was leaving Shanghai with only two blades on her propeller; and if they took risks on her cargo, was she considered a first-class risk, and what would have happened if she had met a northerly gale on her way up, in the tail end of a typhoon! One of the topics of conversation here now is whether the Customs will light the Bar buoys next year by gas, or not. The steamer *Smith* has made her appearance here again, and has reduced the rate for Chinese passengers to Shanghai to Tia. 10 and for Europeans to Tia. 20. Messrs. Wilson & Co. are the agents in Tientsin.

The French Syndicate have built a fine wharf at Pilot Town to land machinery from vessels. The wood was found by the Tug & Lighter Co., and the labour by the Syndicate, and it will belong to the Tug and Lighter Co. after the machinery is landed.—*Shanghai Mercury*.

## TIENTSIN.

14th September, 1889. It is said H.M. gunboat *Firebrand* has been selected to be stationed here during the coming winter. A French gunboat will also, it is reported, be sent for the same purpose.

A contract has been concluded by Messrs. Mandi & Co. with the Provincial Government of Fukien for two Krupp guns of the newest construction for the forts on the Min. These guns are 28 cm calibre, and 40 calibres long, the largest yet purchased by the Chinese. The value of the guns is being only 40 calibres long. The shipment of the guns from Tientsin for the eight months ending 31st August, 1889, have been—Gold Tia. 262,902, Sycee, Tia. 5,161,567.

The exportation of ponies from Tientsin to Shanghai has fallen off this year in a remarkable manner; the numbers being 516 to date in 1888 against 169 to date in 1889. It is surprising how this trade has been developed, and how well it is managed by the Chinese, engaged in it. They bring down their "mobs" from the grass lands of Mongolia, selected to suit the requirements of foreigners, and the mobs are shipped off by steamer to be sold by auction in Shanghai. The owners pay no less than Tia. 16 a-head for freight, which they find more economical than the old custom of marching the droves overland, and the dealers understand the importance of a large market so well that they for the most part refuse to break the lot by selling any of their stock at wayside stations like Tientsin, which has therefore to depend on odd lots for its supply of hawks and racers. Among these, however, are some of the best, and the opportunities afforded to Tientsin for observation and trial give local purchasers some advantage.

Although lower at the Bund, the amount of water in the river is rather more than last week. The channel is deepening, but is so narrow that it would be impractical for steamers to attempt to come to the Bund for a week or so. The difference between high and low water during the past week has been from 1 ft. 10 in. to 2 ft. 6 in.

The Town Hall is now, as far as bricks and mortar are concerned, completed, and the scaffolding are removed we get a view of the fine proportions of the building, which is hardly recognisable as the concrete result of the first bald draft on view at the Municipal Office. Improvements no doubt suggested themselves from time to time, until, under the hands of the architects, this immense pile of small brick-work has grown into so shapely a form that it is a standing refutation of the assertion that strength and beauty in buildings are impossible in Tientsin.

We hear on good authority that Mr. Tong King-sing, who some time ago left here for Shanghai for the purpose of raising supplementary shares for the new Lin-shi mine, has succeeded in obtaining shares to the amount of Tia. 500,000, an undertaking which no other Chinese director of any joint-stock enterprise mining or otherwise, has been able to achieve for the last five or six years. This speaks volumes for the reputation which Mr. Tong enjoys among the wealthy mercantile classes in Shanghai and elsewhere, and were China to possess more men like him, industrial and commercial enterprise of all kinds would develop without difficulty. We also hear that he has purchased several coal steamers, one of which, the *Wing-ping*, will shortly be up north on her first trip.

There has been an outbreak of murrain amongst the cattle in Chefoo and the country around. The mortality of the oxen has been considerable, as in one day 30 cows and bullocks died in Chefoo alone. The meat of the diseased animals is sold, and the Chinese eat it without reluctance. Probably some of the tainted flesh finds its way even to foreign tables. No attempts are being made to repair the new breaches of the Yellow River in Shantung, and as far as we are concerned, the authorities seem disposed to let the destructive river take its own course without let or hindrance. The difficulties

in the way of repair are no doubt excessive. The province is impoverished, and no funds can be raised; the Peking treasury has been thoroughly drained by the outlays at Chong Chou, and the officials and people of Shantung are thoroughly disheartened and hopeless. During the next cold weather the ruin of towns-people and farmers will die in great numbers from cold and starvation. It is quite impossible to provide any considerable measures of relief for the unfortunates.—*Chinese Times*.

CONSUMPTION, Wasting Diseases, and General Debility. Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh—the others giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the two are combined, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this. "Scott's Emulsion" is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod Liver Oil. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

## Today's Advertisements.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

The Company's Steamship

"PHRA CHULA CHOM KLAO,"

Captain A. Benson, will be despatched for the above Ports, on FRIDAY, the 27th instant, at 10 A.M.

For Freight or Passage, apply to YUEN FAT HONG, Agents, Hongkong, 24th September, 1889. [1180]

UNION LINE.

FOR YOKOHAMA AND KOBE.

The Steamship

"COLLINGHAM,"

Captain G. W. Watson, will be despatched for the above Ports, on THURSDAY, the 26th instant, at DAYLIGHT.

For Freight or Passage, apply to RUSSELL &amp; Co., Agents, Hongkong, 24th September, 1889. [1181]

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

The Steamship

"COLLINGHAM,"

Captain G. W. Watson, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignee's risk and expense, and no Fire Insurance will be effected.

All claims against the steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognised.

RUSSELL &amp; Co., Agents, Hongkong, 24th September, 1889. [1182]

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PORT AUGUSTA,"

FROM VANCOUVER, YOKOHAMA, KOBE AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL &amp; Co., Agents, Hongkong, 23rd September 1889. [1183]

FOR NEW YORK.

THE 33 A. I. American Bark

"MABEL,"

F. Snow, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to REUTER, BROCKELMANN &amp; Co., Agents, Hongkong, 24th September, 1889. [1184]

NOTICE.

AN INTERIM DIVIDEND of 5% for the last six months from 1st March to 31st August 1889, will be payable at the HONGKONG AND SHANGHAI BANK on 1st October proximo. Dividend Warrants to be had at this Office.

CRUICKSHANK &amp; Co., Ltd., JAS. STEPHEN, Acting General Manager, Hongkong, 24th September, 1889. [1185]

Intimations.

NOTICE.

THE BOARD of the Arvill and Sutherland

Highlanders will give permission to Colonel CHATER and OFFICERS, PLAY at the Ladies Recreation Ground (weather permitting), TO-MORROW, the 25th instant, from 4.30 to 6.30 O'CLOCK.

G. M. C. F. HIRST, Hon. Sec., Hongkong, 23rd September, 1889. [1187]

HONGKONG RIFLE ASSOCIATION.

THE KWON KWAN YEEN CUPS.

THE Second Stage of the Second Competition will be shot off next SATURDAY, the 28th instant, at 2.45 P.M., commencing at 9.00 Yards. Entries for this Stage close on FRIDAY next, the 27th instant, at 5 P.M. Entrance Fee 30 cents.

The Members are hereby notified that the Range will not be open for practice on TUESDAY and WEDNESDAY next, the 24th and 25th instant.

A. SHELTON HOOPER, Hon. Secretary, Hongkong, 21st September, 1889. [1185]

MERCANTILE MARINE OFFICERS' ASSOCIATION.

UNTIL the NEW PREMISES are ready the above named Institution will be carried on at Nos. 2, 4, and 6, High Street, above the Government Civil Hospital.

Good Accommodation for M. M. Officers. Terms Moderate.

JAS. EDWARDS, Proprietor.

A. CLARK, Teacher of Officers and Engineers, Above Address, Hongkong, 23rd September, 1889. [1192]

## Intimations.

THE SHARE LIST IS OPEN UNTIL FURTHER NOTICE.

THE HONGKONG LIME AND CEMENT WORKS, LIMITED.

TO BE INCORPORATED UNDER THE COMPANIES ORDINANCES 1861-1886.

CAPITAL \$250,000, DIVIDED INTO 50,000 SHARES OF \$5 EACH.

Payable \$1 on application, \$1 on allotment. Balance as required, at one month's notice.

One half of the Shares is held by the Directors and their friends and will be allotted in full, the remainder are now offered for public subscription in Tonkin and Hongkong.

DIRECTORS: A. LIEBARD, Esq. of A. R. MARTY, Esq. H. F. HAYLLAR, Esq. C. E. GRANDJEAN, Esq. CHEONG KAI, Esq. FUNG WA CHUN, Esq. LO TSUN HING, Esq. A. B. RODVY, Esq. C. VEZIN, Esq. Join after allotment.

BANKERS: THE NEW ORIENTAL BANK CORPORATION, LIMITED.

SOLICITORS: Messrs. CALDWELL &amp; WILKINSON, Hongkong. P. DEVAUX, Esq. Haiphong.

CONSULTING ENGINEER: H. F. HAYLLAR, Esq.

GENERAL AGENT: A. R. MARTY, Esq. Haiphong and Hongkong.

SECRETARY AND OFFICE: J. A. BARRETTO, Esq., 2, D'Almeida Street.

PROSPECTUS.

THIS Company is formed to purchase and enlarge the Cement Works known as the "Société Française de Fabrication des Ciments &amp; Chaux Hydrauliques &amp; Produits Chimiques du Tonkin" situated at Hongay.

The property is held under a concession from the French Government and is of 60 acres in area with sea frontage and is admirably situated, having an approach where vessels of any size can anchor easily. There is also a practically inexhaustible supply of lime and other materials required for cement making on the spot. Coal, the principal item, is to be had near and cheap. As a matter of fact veins of coal have been discovered on the property to be purchased by this Company. It may be stated that the Charbonnages du Tonkin's property is immediately opposite that of this Company.

Highly satisfactory reports on the cement and hydraulic lime have been given by the French Government and local authorities here, and these can be seen at the offices, where samples also may be had. Samples are now being submitted to the Government for approval. Whilst this Cement is considered as good as that supplied by the Green Island Company, as regards cost it is cheaper.

The cost price is \$1.25 a cask in Haiphong and \$1.50 here. It can be sold in Indo China for about \$5.20 a cask and in Hongkong at \$3.50.

Without taking into consideration the Hongkong market, there is consumed in Indo China alone, according to official reports, 22,000 casks per annum.

There are no legal objections to an English Company working the concession, with its Head office in this colony.

The purchase money has been fixed at \$83,000, of which \$25,000 is taken in shares.

This includes a large stock of raw material, coal, cement, lime and bricks. Should the Company at any time increase its capital, one fully paid up share is added to the purchase money for every ten shares issued. With the present capital the Company will be able to turn out 50,000 casks of cement a year, as well as hydraulic lime, fire bricks &amp;c., in large quantities.

The following contracts have been entered into: (1) Contract dated 27th July 1889 between C. VEZIN of the one part and ARTHUR B. RODVY of the other part.

(2) Contract dated 6th August 1889 between ARTHUR B. RODVY of the one part and J. A. BARRETTO as trustee on behalf of the Company of the other.

These together with the Memorandum and Articles can be seen at the Solicitor's office.

Applications for shares must be made on the printed form, and forwarded to the Bankers (where share forms may be obtained) together with the amount payable on application.

Hongkong, 20th September, 1889. [1169]

SHOOTING GALLERY.

AT No. 35, Wellington Street, under the UNION CLUB.

Opened from 10 A.M. to 1 P.M., and from 3 to 12 P.M.

Hongkong, 9th September, 1889. [1022]

MRS. BOHM'S PRIVATE BOARDING RESIDENCE will be in future conducted under the name of WINDSOR HOUSE.

WINDSOR HOUSE, No. 8, Queen's Road Central, PRIVATE BOARD AND RESIDENCE, AND FAMILY HOTEL.

This establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers first class accommodation to Residents and Travellers, has a spacious Dining Room, and a large number of well furnished bed rooms with all comforts. A good table kept.

Table d'hôte—Breakfast, 8.30 A.M.; Dinner, 1 P.M.; Dinner, 7.30.

Board by the month, day, or single meals, at reasonable rates.

Arrangements can be made to serve meals in gentlemen's quarters.

Continental languages spoken. MRS. BOHM, Proprietrix, Hongkong, 28th August, 1889. [1352]

NOTICE.

MR. NG SUI-SHANG begs to announce that in compliance with a suggestion made to him by Mr. MITCHELL-JONES, he has now opened an AGENCY for the supply of CHAIR COOLIES at 4, Gough Street, 1st Floor, and is prepared to supply them on the conditions and at the rates mentioned in Mr. Mitchell-Jones' circular, copies of which can be had on application to the Agency. He trusts that the Agency may be the means of putting an end to the present unsatisfactory state of affairs by supplying Masters with Good Coolies, and at the same time affording the latter regular employment.

N.B.—The Agency will also be prepared to supply Landladies and House Coolies if desired.

Hongkong, 28th August, 1889. [1073]

## Amusements.

VOCAL AND INSTRUMENTAL CONCERT.

To be given in the HALL OF THE CLUB LUSITANO, on

THURSDAY, the 26th of September, 1889, at 9 P.M., by

PUPILS OF SIGNOR CATTANEO, in benefit of the Orphans of the ITALIAN CONVENT.

DIRECTOR: Maestro CATTANEO.

PROGRAMME.

PART I.

1.—Coro, 1. Masnadieri, LADY &amp; GENTLEMEN AMATEURS.

2.—Mia Picciarella, Aria for Soprano, Salvatore Rosa, by Gomez, Miss I. D'ALMEIDA CASTRO.

3.—Quartetto for Soprano, Mezzo Soprano, Tenor, and Baritone, Miss E. CARVALHO, Mrs. M. GUYDES, Mr. C. LAMMERT, Mr. G. LAMMERT.

4.—Cavatina for Soprano, Ernani, by Verdi, Mrs. J. D. HUMPHREYS.

5.—Fantasia for piano, by Prudent, Lucia di Lammermoor, Miss C. SOUZA.

6.—Cavatina for Soprano, I Puritani, by Bellini, Miss E. CARVALHO.

7.—Trio for Tenor, Baritone, and Bass, Mr. C. GRACE, Mr. W. E. CROW, Mrs. M. GUYDES.

8.—Duetto for Soprano and Baritone, Favorita, by Donizetti, Mrs. E. CARVALHO, Mr. C. LAMMERT.

9.—Miserere—Trova-tore, Mrs. J. D. HUMPHREYS.

PART II.

1.—Brindisi—Traviata, Mrs. J. D. HUMPHREYS, Mr. G. LAMMERT, Chorus by Lady &amp; Gentlemen Amateurs.

2.—Duetto for Soprano and Baritone, Trovatore, Miss E. CARVALHO, Mr. C. GRACE.

3.—Cavatina for Mezzo Soprano, Betty, by Donizetti, Mrs. M. GUYDES.

4.—Trio for Soprano, Tenor, &amp; Bass, I Lombardi, by Verdi, Mrs. E. CARVALHO, Mr. C. LAMMERT, Mr. W. E. CROW.

5.—Andante &amp; Rondo Capriccioso per piano, Opus 14, by Mendelssohn, Miss C. SOUZA.

6.—Duetto for Soprano and Mezzo Soprano, Saffa, by Paulini, Miss I. D'ALMEIDA CASTRO, Mrs. M. GUYDES.

7.—Song for Baritone, Queen of the earth, by Piniotti, Mr. C. GRACE.

8.—Largo Finale—Traviata, Mrs. J. D. HUMPHREYS, Miss E. CARVALHO, Mr. C. LAMMERT, Mr. W. E. CROW, Mrs. M. GUYDES, Mr. W. F. CROW, and LADY and GENTLEMEN AMATEURS.

Tickets, Not less than \$2.00.

To be obtained from Signor Cattaneo, and at the Club Lusitano from Tuesday, the 24th inst.

Hongkong, 21st September, 1889. [1174]

## Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES OF CARGO per Steamship "JAPAN"

are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 30th inst., will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 28th instant.

Bills of Lading will be counters



## Commercial.

**CLOSING QUOTATIONS.**  
 Hongkong and Shanghai Bank—181 per cent.  
 Union Insurance Society of Canton—\$100 per share buyers.  
 China Traders Insurance Company—\$80 per share buyers.  
 North China Insurance—Tls. 330 per share buyers.  
 Canton Insurance Company, Limited—\$135 per share.  
 Yangtze Insurance Association—Tls. 100 per share.  
 On Tai Insurance Company, Limited—Tls. 150 per share.  
 Hongkong Fire Insurance Company—\$382 per share sellers.  
 China Fire Insurance Company—\$84 per share.  
 Hongkong and Whampoa Dock Company—68 per cent. premium sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$39 per share buyers.  
 China and Manila Steam Ship Company—125 per share sellers.  
 Hongkong Gas Company—\$135 per share sellers.  
 Hongkong Hotel Company—\$210 per share sellers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$101.  
 Indo-China Steam Navigation Company, Limited—15 per cent. dis. buyers.  
 Douglas Steamship Company—\$72 per share sellers.  
 China Sugar Refining Company, Limited—\$245 per share sellers.  
 Luzon Sugar Refining Company, Limited—\$90 per share sellers.  
 Hongkong Ice Company—\$111 per share buyers.  
 Hongkong and China Bakery Company, Limited—\$10 per share.  
 Hongkong Dairy Farm Co., Limited—\$14 per share sellers.  
 A. S. Watson & Co., Limited—\$21 per share sellers.  
 Chinese Imperial Loan of 1884 B—24 per cent. premium sellers.  
 Chinese Imperial Loan of 1884 C—5 per cent. premium buyers.  
 Chinese Imperial Loan of 1885 E—11 per cent. premium.  
 Hongkong Rope Manufacturing Company, Limited—\$100 per share nominal.  
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share nominal.  
 Punjani and Sunghie Doo-San-Nan-Ming Co.—\$161 per share, sales and buyers.  
 Hongkong and Kowloon Wharf and Godown Company—\$163 per share, buyers.  
 Tongmin Coal Mining Co.—\$520 per share, buyers.  
 The Hongkong High-Level Tramway Co., Limited—210 per cent. prem. sellers.  
 The East Borneo Planting Co., Limited—\$58 per share sellers.  
 The Seng Kee Koyah Planting Co., Ltd.—\$55 per share, buyers.  
 Cuckoo & Co., Ltd.—\$40 per share, nom.  
 The Steam Launch Co., Limited—nominal.  
 The Austin Arms Hotel and Building Co., Ltd.—par, nominal.  
 The China-Honco Co., Ltd.—\$40 per share, buyers.  
 The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.  
 The Green Island Cement Co. (Old issue)—\$45 per share, buyers.  
 The Green Island Cement Co. (New issue)—\$84 per share, nominal.  
 The Hongkong Land Investment Co., Ltd.—\$127 per share, sales and buyers.  
 The Hongkong Electric Light Co., Ltd.—\$6 per share, buyers.  
 Gen. Fenwick & Co., Limited—\$30 per share, buyers.  
 The West Point Buildings Co., Ltd.—\$53 per share, buyers.  
 The Peak Hotel and Trading Co., Ltd.—\$24 per share, sellers.  
 The Labuk Planting Co., Ltd.—\$17 per share, buyers.  
 The Jelaba Mining and Trading Co., Ltd.—\$61 per share, sellers.  
 The Selama Tin Mining Co., Ltd.—\$4 per share, sellers.  
 The Shamen Hotel Co., Ltd.—\$5 per share, nominal.  
 The Kowloon Land Investment Co., Ltd.—\$23 per share, buyers.  
 The Hongkong Marine, Limited—25 per cent. premium, buyers.

**ON LONDON.**—Bank, T. T. 3/0  
 Bank Bills, on demand 3/0  
 Bank Bills, at 30 days' sight 3/0  
 Bank Bills, at 4 months' sight 3/11  
 Credits at 4 months' sight 3/11  
 Documentary Bills, at 4 months' sight 3/11

**ON PARIS.**—Bank, on demand 3/83  
 Credits, at 4 months' sight 3/94  
 On-India, T. T. 3/25  
 On Demand 3/25

**ON SHANGHAI.**—Bank, T. T. 72  
 Private, 70 days' sight 73

## OPIUM MARKET.—THIS DAY.

OLD MALWA, per picul \$600  
 (Allowance, Tels. 80)  
 NEW PATNA, (without choice) per chest \$571  
 NEW PATNA, (first choice) per chest \$570  
 NEW PATNA, (bottom) per chest \$571  
 NEW PATNA, (second choice) per chest \$575  
 NEW BERNAR, (without choice) per chest \$570  
 NEW BERNAR, (bottom) per chest \$570  
 NEW BERNAR, (first quality) per picul \$550  
 OLD BERNAR, (second quality) per picul \$500  
 OLD BERNAR, (second quality) per picul \$475

## MAILS EXPECTED.

**THE FRENCH MAIL.**  
 The Messageries Maritimes Co.'s steamer *Oriz*, with the next French mail, left Saigon for this port on the 21st instant at 10 p.m., and may be expected here to-morrow.

**THE AMERICAN MAIL.**  
 The P. & O. S. N. Co.'s steamer *City of Sydney*, with mails, &c., from San Francisco to the 31st August, left Yokohama on the 20th instant at daylight, and may be expected here on or about the 26th.

**THE CANADIAN MAIL.**  
 The Canadian Pacific steamer *Parthia*, with the Canadian mail, left Kobe on the 23rd instant for Shanghai and Hongkong.  
 The Canadian Pacific steamer *Port Fairy*, with Canadian mails, left Vancouver on the 20th instant for Japan and Hongkong.

## STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Kashgar*, from Bombay, left Singapore on the 18th instant, and is due here on the 24th.  
 The Ocean Steamship Co.'s steamer *Ajar*, from Liverpool, left Singapore on the 19th instant, and is due here on the 25th.  
 The Navigations Generale Italiana Co.'s steamer *Bianco*, from Genoa and Bombay, left Singapore for this port on the 23rd instant, and is due here on the 30th.

## Shipping.

**ARRIVALS.**  
 COLLINGHAM, British steamer, 1,540, W. G. Watson, 23rd Sept.—Singapore 16th Sept., General.—Russell & Co.  
 PORT AUGUSTA, British steamer, 1,854, Hogg, 24th Sept.—Vancouver 23rd August, and Kobe 15th Sept., General.—Adamson, Bell & Co.  
 OSCAR MOOVER, German bark, 350, Boyen, 24th Sept.—Keelung 21st Sept., Coals.—Chinese.  
 GENERAL WERDER, German steamer, 1,820, M. Eichel, 24th Sept.—Yokohama 15th Sept., Kobe 18th, and Nagasaki 20th, Mails and General.—Melchers & Co.  
 CLYDE, British steamer, 2,198, J. L. Parfitt, R.N.R., 24th Sept.—Shanghai 21st Sept., Mails and General.—P. & O. S. N. Co.  
 NANSHAN, British steamer, 1,000, Jan. Young, 24th Sept.—Singapore 6th Sept., and Bangkok 16th, Rice.—Hop Hing Hong.  
 CHANGSHA, British steamer, 1,465, Williams, 24th Sept.—Fochow 22nd Sept., Tea.—Butterfield & Swire.  
 CHOVSANG, British steamer, 1,194, W. E. Sawyer, 24th Sept.—Shanghai 20th Sept., and Swatow 23rd, General.—Jardine, Matheson & Co.  
 GENADY NEVSKOV, Russian steamer, 43, A. D. D. 24th Sept.—Singapore 16th Sept., Mails.—Order.  
 WM. CONNER, American ship, 1,423, Buturan, 24th Sept.—Newcastle 9th August, Coal.—Butterfield & Swire.  
 IRAQUADDY, French steamer, 3,763, Paul, 24th Sept.—Shanghai 24th Sept., Mails and General.—Messageries Maritimes.

**CLEARANCES AT THE HARBOUR OFFICE.**  
 Atsago, Japanese steamer, for Nagsaki.  
 Collingham, British steamer, for Yokohama.  
 Diamanta, British steamer, for Amoy, &c.  
 Catterthun, British steamer, for Singapore, &c.

**DEPARTURES.**  
 September 24, *Palinurus*, British steamer, for Amoy.  
 September 24, *Soochow*, British steamer, for Amoy.  
 September 24, *Mitsui Maru*, Japanese steamer, for Kuchinotzu.  
 September 24, *Talce*, German steamer, for Bangkok.  
 September 24, *Diamanta*, British steamer, for Amoy, &c.  
 September 24, *Catterthun*, British steamer, for Singapore, &c.  
 September 24, *Omega*, British bark, for Honolulu.  
 September 24, *Sunghang*, British steamer, for Swatow.  
 September 24, *Velox*, German str., for Saigon.

**PASSENGERS—ARRIVED.**  
 Per *Changsha*, str., from Fochow.—Messrs. Gibbs and Gilmour.  
 Per *Nanshan*, str., from Singapore.—Mr. and Mrs. Clyde, str., from Shanghai.—Mr. and Mrs. Dowell, Miss Edger, Messrs. Chu Yu Wing, Chu Pu Che, J. Dooling, Sergeant T. Ellis, and 13 Chinese.  
 Per *General Werder*, str., from Yokohama, &c.—Consul von Sieburg, Messrs. L. Rudolph and family, C. Illies and family, E. Kreischmar and family, Whittle, J. Blankenborn, A. Reddelien, and 31 Chinese.  
 Per *Port Augusta*, str., from Vancouver, &c.—Rev. and Mrs. Campbell, Miss Cobb J. W. Powell, Rev. D. Ferguson, and 61 Chinese.  
 Per *Choysang*, str., from Shanghai, &c.—58 Chinese.

**REPORTS.**  
 The British steamship *Changsha* reports that she left Fochow on the 22nd instant. Had fresh north-easterly winds and fine weather throughout.  
 The British steamship *Port Augusta* reports that she left Vancouver on the 23rd ultimo, and Kobe on the 15th instant. Had bad weather throughout.  
 The British steamship *Collingham* reports that she left Singapore on the 16th instant. Had light airs and calms to 18 north; thence fresh north-east wind and sea.  
 The British steamship *Choysang* reports that she left Shanghai on the 20th instant, and Swatow on the 23rd. Had strong north-easterly winds and moderate sea with fine weather.  
 The British steamship *Nanshan* reports that she left Singapore on the 6th instant, and Bangkok on the 16th. From Singapore to Bangkok had moderate north-west breezes and smooth sea. From Bangkok to Cape Varela had strong north-east winds with cloudy and damp weather; and increasing to a moderate gale with strong sea towards Hongkong.

## Post Office.

A MAIL WILL CLOSE  
 For Swatow, Amoy, and Fochow.—Per *Halphong*, to-morrow, the 25th instant, at 9.30 A.M.  
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Changsha*, to-morrow, the 25th instant, at 10.30 A.M.  
 For Europe, &c., India, via Bombay.—Per *Clyde*, to-morrow, the 25th instant, at 11.00 A.M.  
 For Europe, &c., &c.—Per *Bayern*, to-morrow, the 25th instant, at 3.00 P.M.  
 For Bangkok.—Per *Ashington*, to-morrow, the 25th instant, at 4.30 P.M.  
 For Yokohama and Kobe.—Per *Collingham*, to-morrow, the 25th instant, at 5.00 P.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 AMIGO, German steamer, 781, T. A. Bruhn, 20th Sept.—Singapore 15th Sept., Timber.—Wielers & Co.  
 ANCONA, British steamer, 1,888, W. D. Mudie, 23rd Sept.—Yokohama 15th Sept., Mails and General.—P. & O. S. N. Co.  
 ANTON, German steamer, 336, T. Egger, 14th Sept.—Hollis 11th Sept., General.—Wielers & Co.  
 ARABIC, British steamer, 4,368, W. M. Smith, 17th Sept.—San Francisco 21st August, and Yokohama 11th Sept., Mails and General.—O. & O. S. S. Co.  
 ASAGO, Japanese steamer, 1,564, N. Tsen, 21st Sept.—Nagasaki 16th Sept., Coals.—General.—Mitsui Bishi Colliery.  
 ASHINGTON, German steamer, 800, Zindel, 14th Sept.—Saigon 16th Sept., Rice.—Siemens & Co.

## HONGKONG—STEAMERS.

**Continued.**  
 BATAVIA, British steamer, 1,564, J. C. Williams, 15th Sept.—put back.  
 General.—Adamson, Bell & Co.  
 BELLOVA, German steamer, 2,037, C. Haseloo, 23rd Sept.—Hamburg 10th Sept., and Singapore 17th Sept., General.—Siemens & Co.  
 CHINA, German steamer, 1,003, P. Haye, 10th Sept.—Saigon 14th Sept., General.—Woo Kee.  
 CHINGTU, British steamer, 1,439, A. Hunt, 20th Sept.—Kobe 15th Sept., General.—Butterfield & Swire.  
 CLARA, German steamer, 674, Christensen, 20th Sept.—Haiphong 18th Sept., General.—Siemens & Co.  
 DIAMOND, British steamer, 1,030, J. Wilson, 12th Sept.—Amoy 10th Sept., General.—Ban Moh.  
 FAME, British steamer, 1,171, A. Stopan, Hong-kone and Whampoa Dock Co.  
 GUTHRIE, British steamer, 1,484, H. Craig, 19th Sept.—Sydney 20th August, Newcastle 1st Sept., Cooktown 6th, and Thursday Island 8th, Coals.—Russell & Co.  
 HAIPHONG, British steamer, 1,122, Harris, 22nd Sept.—Fochow 19th Sept., Amoy 20th, and Swatow 21st, General.—D. Laprak & Co.  
 JAPAN, British steamer, 1,865, T. S. Gardner, 23rd Sept.—Calcutta 7th Sept., Sept. Penang 14th, and 17th, Opium and General.—D. Sassoon, Sons & Co.  
 PHRA CHULA CHOM KLAO, British steamer, 1,021, 21st Sept.—Bangkok 15th Sept., General.—Yuen Fat Hong.  
 PILOT FISH, British steamer, 161, A. Stopan, Hong-kone and Whampoa Dock Co.  
 Coals.—Adamson, Bell & Co.

## SAILING VESSELS.

ADOLPH, German bark, 867, Westergaard, 19th Sept.—Hamburg 10th May, General.—Arnhold, Kerber & Co.  
 ALICIA, Hawaiian bark, 607, J. Brodhurst, 16th August.—Albany, West Australia, 10th July, Sandawood.—Order.  
 AMPHITRITE, German ship, 1,814, A. Bower, 15th July.—Cardiff 6th March, Coal.—Order.  
 AUSTRALIA, British bark, 939, Wm. Harris, 11th June.—Manila 31st May, Ballast.—Order.  
 CHARGE, American ship, 1,379, D. S. Goodell, 28th June.—San Diego, Cal., 18th April, Ballast.—Russell & Co.  
 COMET, German ship, 1,667, R. Kripper, 21st July.—Cardiff 15th March, Coals.—Melchers & Co.  
 CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June.—Anjer 1st June, Ballast.—Reuter, Brockelmann & Co.  
 ERLKONIG, Chinese bark, 457, Opium Examination hulk, Stonecutters Island.—Chinese Customs.  
 GOLIAH, Siamese bark, 424, Jas. Kent, 16th August.—Bangkok 2nd August, Rose Wood.—Chinese.  
 GUSTAV OSCAR, German bark, 1,352, M. Lee-mann, 4th July.—Cardiff 25th Feb., Coal.—Melchers & Co.  
 HARVEST, QUEEN, British ship, 2,020, E. A. Forsyth, 16th August.—New York, and Singapore 2nd August, Kerosene Oil.—Russell & Co.  
 HAYDN BROWN, British bark, 821, C. H. Havener, 21st July.—Hollis 12th July, Ballast and Sapanwood.—Captain.  
 IRENE, American brig, 467, James W. Yates, 11th July.—Newcastle, S.S.W., 10th May, Coal.—Geo. R. Stevens & Co.  
 JOSEPHUS, American ship, 1,470, T. M. Rogers, 14th June.—Newcastle, N.S.W., 16th April, Coals.—Butterfield & Swire.  
 KITTY, British bark, 802, H. Wilson, 30th Aug.—Portland, Oregon 9th July, Lumber.—D. Musso & Co.  
 LADY HAREWOOD, British bark, 382, Williams, 15th Sept.—Honolulu 24th July, General.—Chinese.  
 MAUNA LOA, British bark, 1,071, A. Douglas, 28th August.—Saigon 21st August, Ballast.—Siemens & Co.  
 MOBE, American bark, 750, Snow, 19th Sept.—Newcastle, N.S.W., 11th July, Coal.—Adamson, Bell & Co.  
 REPORTER, American ship, 1,286, J. Spalding, 30th August.—Newcastle, N.S.W., 11th July, Coal.—Order.  
 ROBERT S. BERNARD, British bark, 1,200, M. J. C. Andrews, 15th August.—Newcastle, N.S.W., 29th June, Coal.—Adamson, Bell & Co.  
 SEA WITCH, American ship, 1,189, Chas. H. Tabbot, Newcastle, N.S.W., May 31st, Coal.—Captain.  
 STELLA, American brig, 477, N. H. Ritch, 22nd Sept.—Newcastle, N.S.W., 1st August, Coal.—Geo. R. Stevens & Co.  
 SUMATRA, British bark, 740, John Reid, 18th Sept.—Newcastle, N.S.W., 24th June, Coals.—Adamson, Bell & Co.  
 TARAPACA, British bark, 495, H. Kennett, 19th Sept.—Sandakan 4th Sept., Timber.—Gibb, Livingston & Co.  
 VIGILANT, American ship, 1,723, Wm. H. Gould, and July.—Amoy 30th June, Kerosene Oil.—Russell & Co.

## Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.  
 SUBSCRIBED CAPITAL \$5,000,000.  
 PAID UP CAPITAL 2,500,000.  
 RESERVE FUND 1,500,000.

## BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman.  
 Hon. C. P. CHATER, Vice-Chairman.  
 E. A. SOLOMON, Esq., S. C. MOSES, Esq., S. C. MICHAELSEN, Esq., G. E. NOBLE, Esq., LEE SING, Esq., POON PONG, Esq.

## BANKERS.

THE HONGKONG & SHANGHAI BANKING CORPORATION.  
 MONEY advanced on Mortgage, on Land, and Buildings.  
 Properties purchased and sold.  
 Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.  
 Full particulars can be obtained at the Company's Office, No. 5, Queen's Road Central.  
 A. SHELTON HOOPER, Secretary.  
 Victoria Buildings, Hongkong, 3rd May, 1889. [539]

## FOR SALE.

A PHOTOGRAPHIC CAMERA, complete.  
 Apply to F. BLACKHEAD & Co., Hongkong, 20th August, 1889. [1043]

## HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.  
 L. MALLORY, Hongkong, 14th June, 1889. [173]

## HONGKONG—STEAMERS.

**Continued.**  
 BATAVIA, British steamer, 1,564, J. C. Williams, 15th Sept.—put back.  
 General.—Adamson, Bell & Co.  
 BELLOVA, German steamer, 2,037, C. Haseloo, 23rd Sept.—Hamburg 10th Sept., and Singapore 17th Sept., General.—Siemens & Co.  
 CHINA, German steamer, 1,003, P. Haye, 10th Sept.—Saigon 14th Sept., General.—Woo Kee.  
 CHINGTU, British steamer, 1,439, A. Hunt, 20th Sept.—Kobe 15th Sept., General.—Butterfield & Swire.  
 CLARA, German steamer, 674, Christensen, 20th Sept.—Haiphong 18th Sept., General.—Siemens & Co.  
 DIAMOND, British steamer, 1,030, J. Wilson, 12th Sept.—Amoy 10th Sept., General.—Ban Moh.  
 FAME, British steamer, 1,171, A. Stopan, Hong-kone and Whampoa Dock Co.  
 GUTHRIE, British steamer, 1,484, H. Craig, 19th Sept.—Sydney 20th August, Newcastle 1st Sept., Cooktown 6th, and Thursday Island 8th, Coals.—Russell & Co.  
 HAIPHONG, British steamer, 1,122, Harris, 22nd Sept.—Fochow 19th Sept., Amoy 20th, and Swatow 21st, General.—D. Laprak & Co.  
 JAPAN, British steamer, 1,865, T. S. Gardner, 23rd Sept.—Calcutta 7th Sept., Sept. Penang 14th, and 17th, Opium and General.—D. Sassoon, Sons & Co.  
 PHRA CHULA CHOM KLAO, British steamer, 1,021, 21st Sept.—Bangkok 15th Sept., General.—Yuen Fat Hong.  
 PILOT FISH, British steamer, 161, A. Stopan, Hong-kone and Whampoa Dock Co.  
 Coals.—Adamson, Bell & Co.

## SAILING VESSELS.

ADOLPH, German bark, 867, Westergaard, 19th Sept.—Hamburg 10th May, General.—Arnhold, Kerber & Co.  
 ALICIA, Hawaiian bark, 607, J. Brodhurst, 16th August.—Albany, West Australia, 10th July, Sandawood.—Order.  
 AMPHITRITE, German ship, 1,814, A. Bower, 15th July.—Cardiff 6th March, Coal.—Order.  
 AUSTRALIA, British bark, 939, Wm. Harris, 11th June.—Manila 31st May, Ballast.—Order.  
 CHARGE, American ship, 1,379, D. S. Goodell, 28th June.—San Diego, Cal., 18th April, Ballast.—Russell & Co.  
 COMET, German ship, 1,667, R. Kripper, 21st July.—Cardiff 15th March, Coals.—Melchers & Co.  
 CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June.—Anjer 1st June, Ballast.—Reuter, Brockelmann & Co.  
 ERLKONIG, Chinese bark, 457, Opium Examination hulk, Stonecutters Island.—Chinese Customs.  
 GOLIAH, Siamese bark, 424, Jas. Kent, 16th August.—Bangkok 2nd August, Rose Wood.—Chinese.  
 GUSTAV OSCAR, German bark, 1,352, M. Lee-mann, 4th July.—Cardiff 25th Feb., Coal.—Melchers & Co.  
 HARVEST, QUEEN, British ship, 2,020, E. A. Forsyth, 16th August.—New York, and Singapore 2nd August, Kerosene Oil.—Russell & Co.  
 HAYDN BROWN, British bark, 821, C. H. Havener, 21st July.—Hollis 12th July, Ballast and Sapanwood.—Captain.  
 IRENE, American brig, 467, James W. Yates, 11th July.—Newcastle, S.S.W., 10th May, Coal.—Geo. R. Stevens & Co.  
 JOSEPHUS, American ship, 1,470, T. M. Rogers, 14th June.—Newcastle, N.S.W., 16th April, Coals.—Butterfield & Swire.  
 KITTY, British bark, 802, H. Wilson, 30th Aug.—Portland, Oregon 9th July, Lumber.—D. Musso & Co.  
 LADY HAREWOOD, British bark, 382, Williams, 15th Sept.—Honolulu 24th July, General.—Chinese.  
 MAUNA LOA, British bark, 1,071, A. Douglas, 28th August.—Saigon 21st August, Ballast.—Siemens & Co.  
 MOBE, American bark, 750, Snow, 19th Sept.—Newcastle, N.S.W., 11th July, Coal.—Adamson, Bell & Co.  
 REPORTER, American ship, 1,286, J. Spalding, 30th August.—Newcastle, N.S.W., 11th July, Coal.—Order.  
 ROBERT S. BERNARD, British bark, 1,200, M. J. C. Andrews, 15th August.—Newcastle, N.S.W., 29th June, Coal.—Adamson, Bell & Co.  
 SEA WITCH, American ship, 1,189, Chas. H. Tabbot, Newcastle, N.S.W., May 31st, Coal.—Captain.  
 STELLA, American brig, 477, N. H. Ritch, 22nd Sept.—Newcastle, N.S.W., 1st August, Coal.—Geo. R. Stevens & Co.  
 SUMATRA, British bark, 740, John Reid, 18th Sept.—Newcastle, N.S.W., 24th June, Coals.—Adamson, Bell & Co.  
 TARAPACA, British bark, 495, H. Kennett, 19th Sept.—Sandakan 4th Sept., Timber.—Gibb, Livingston & Co.  
 VIGILANT, American ship, 1,723, Wm. H. Gould, and July.—Amoy 30th June, Kerosene Oil.—Russell & Co.

## Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.  
 SUBSCRIBED CAPITAL \$5,000,000.  
 PAID UP CAPITAL 2,500,000.  
 RESERVE FUND 1,500,000.

## BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman.  
 Hon. C. P. CHATER, Vice-Chairman.  
 E. A. SOLOMON, Esq., S. C. MOSES, Esq., S. C. MICHAELSEN, Esq., G. E. NOBLE, Esq., LEE SING, Esq., POON PONG, Esq.

## BANKERS.

THE HONGKONG & SHANGHAI BANKING CORPORATION.  
 MONEY advanced on Mortgage, on Land, and Buildings.  
 Properties purchased and sold.  
 Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.  
 Full particulars can be obtained at the Company's Office, No. 5, Queen's Road Central.  
 A. SHELTON HOOPER, Secretary.  
 Victoria Buildings, Hongkong, 3rd May, 1889. [539]

## FOR SALE.

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 L. MALLORY, Hongkong, 14th June, 1889. [173]

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Kashgar	Bombay	September 24th	P. & O. S. N. Co.
Ajar	Marcelles	September 25th	Messageries Maritimes.
City of Sydney	Liverpool	September 25th	Butterfield & Swire.
Blagnio	San Francisco	September 26th	Pacific Mail S. S. Co.
Parthia	Genoa	September 26th	Carlson & Co.
Port Fairy	Vancouver	October 2nd	Adamson, Bell & Co.
	Vancouver	October 16th	Adamson, Bell & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Clyde	P. & O. S. N. Co.	To-morrow, at noon.
London (direct)	Bombay	P. & O. S. N. Co.	October 15th.
Marcelles, via Saigon, &c.	Irakoudy	Messageries Maritimes.	Sept. 26th, at noon.
Lydia	Flintshire	Adamson, Bell & Co.	Oct. 2nd, at 10 a.m.
Bayern	Melchers & Co.	Adamson, Bell & Co.	To-morrow, at 4 p.m.
Albany	Adamson, Bell & Co.	Pacific Mail S. S. Co.	About Oct. 1st.
City of Sydney	Arabia	O. & O. S. S. Co.	Sept. 28th, at noon.
San Francisco	Port Augusta	Adamson, Bell & Co.	Sept. 26th, at noon.
Vancouver, B.C., via K.	Chingtu	Butterfield & Swire.	To-morrow, at noon.
Port Darwin, &c.	Guthrie	Butterfield & Swire.	September 30th.
Sydney, Melbourne, &c.	Ancona	Russell & Co.	Sept. 27th, at 4 p.m.
Calcutta, via Straits.	Delong	P. & O. S. N. Co.	Oct. 1st, at noon.
Yokohama, via Nag.	Collingham	Siemens & Co.	Sept. 27th, daylight.
Yokohama and Kobe	Collingham	Russell & Co.	Sept. 26th, at 3 p.m.
Shanghai, Kobe, &c.	Oxas	Messageries Maritimes.	Sept. 26th, daylight.
Shanghai, via Amoy	Ajar	Butterfield & Swire.	About Sept. 26th.
Swatow & Bangkok.	P. C. Chom Klao.	Yuen Fat Hong.	September 27th.
Coast Ports	Haiphong	Douglas Laprak & Co.	Sept. 27th, at 10 a.m.
			To-morrow, at 10 a.m.

## Intimations.

## INTIMATION.

**F. Blackhead & Co.,**  
 SHIP-CHANDLERS, SAIL-MAKERS,  
 AND  
 PROVISION MERCHANTS,  
 NAVY CONTRACTORS,  
 AND  
 GENERAL COMMISSION AGENTS  
 No. 11, Praya Central.  
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**RAHTJEN'S**  
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HARTMAN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS PRESERVATIVE AGAINST ROTTING, DECAY, &c., OF WOOD.

**SAPOLIO.**  
 ENOCH MORGAN'S SON'S  
**SAPOLIO**  
 OR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS.

MAX HASEN'S FRANKFURT ON M. CONSERVED MEATS.

CEMENT from the celebrated Factory of Hemmoor.

SWEDISH TAR and OREGON PINE LUMBER.

FLensburg STOCKBEER, ENGINEERS